

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROJECT BUSINESS MATTERS
Extension Request – Project Allocation
Resolution: G-01-21

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Original Signed By
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May 1, 2002

WAIVER REQUEST – CTC RESOLUTION G-01-21
CTC STIP GUIDELINES
SECTION 65 – TIMELY USE OF FUNDS
LOCAL STREETS AND ROADS PROJECTS
WAIVER-02-xx

RECOMMENDATION

The Department of Transportation's recommendations are shown on the attachment.

SUMMARY AND CONCLUSIONS

Resolution G-01-21, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on July 12, 2001, stipulates that funds programmed for all components of local grant projects are available for allocation only until the end of the fiscal year identified in the State Transportation Improvement Program. The guidelines further stipulate that the Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

The Commission has programmed \$41,768,000 in fiscal year 2001-2002 for the 18 projects on the attached list. The implementing agencies have been unable to allocate the funds and do not anticipate allocating the funds by the June 30, 2002 deadline. The attachment shows the details of each project and the delays that have resulted in the extension requests. The project sponsors request extensions, and the planning agencies concur.

Attachment

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(1) – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
		E&P	Extended Deadline
	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
		CON	
	Reason for Project Delay:	TOTAL	
1	County of Del Norte Del Norte	\$0 \$0	20 months
		\$78	02/29/2004
	PPNO: 1018P	\$4,938	
	Reconstruction of Elk Valley Road	\$5,016	Support – meets STIP guidelines
	<p>The project schedule was originally estimated in 1999 and there have been unforeseeable delays in the environmental process. Approval of the preliminary environmental study has been delayed because of the potential acquisition of a small portion of a public preserve, and the recently identified need to prepare a comprehensive Historical Architectural Survey Report (HASR) to support the Historic Property Survey Report (HPSR). The county did not anticipate that the purchase of right-of-way would require significant attention, however the portion needed is technically part of a preserve. It is anticipated that the acquisition can occur, however it will require more effort and time than originally estimated. Also, the county originally assumed that the HASR could be done using a minimal process, taking considerably less time to process. In addition, review of the HPSR with HASR requires Federal and State Historical Preservation Office review in addition to Caltrans' review. These delays affect both right-of-way and construction funds, necessitating an extension for both. The County is requesting a 20-month extension for both components.</p>		
2	County of Plumas Plumas County	\$0 \$0	20 months
		\$0	02/29/2004
	PPNO: 2045	\$1,417	
	Rehabilitation & Safety Improvements	\$1,417	Support, meets STIP guidelines
	Calpine/Beckwourth Rd		
	<p>During the historical records check with the Northeast Center of the California Historical Resources Information System at CSU, Chico, the records indicated that for the most part, the alignment had not been inspected for cultural resources. The search also indicated that two known archaeological sites extended into the project area. These two sites were found to be eligible for the national Register of Historic Places when tested as part of a Caltrans project on State Route 70. A field reconnaissance was conducted on January 17 and 18. Five prehistoric archaeological sites were found, four of which appear to be unrecorded, and one, recorded in 1992, which appears to extend onto the right of way. It is possible that what has been observed on the right of way is only a portion of larger sites which extend further to the west. Additional investigation will require archaeological digs taking an estimated additional 12 to 14 months. Once the digs are completed, it is estimated an additional 4 to 6 months will be needed to obtain final review and approval by SHPO and FHWA. Therefore, the County is requesting a 20-month extension.</p>		

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
3	County of Trinity Trinity County PPNO: 2138 New County Road in Eastern Weaverville from SR 299 to SR 3	\$0 \$360 \$1,255 \$0 \$1,615	9 months 03/31/2003 Support a 6-month extension for FHWA delays and SHPO timing
	<p>This project's E&P was allocated in May 2000 and the project requires a full environmental analysis performed by a consultant. Within one month of the allocation, the county lost its STIP Programming Specialist. This employee was lost at the onset of the design-contracting season and before RFPs could be prepared for environmental services. The county was not able to prepare RFPs for several projects for 6 months. Due to the loss of this knowledgeable employee, the County was unaware that a STIP amendment could be requested outside the biennial STIP programming cycle. By the time the county learned that amendments could be requested, it was too late to request an amendment for the 2001-02 fiscal year. The county attempted to meet the deadline and allocate PS&E and ROW in the 2001-02 fiscal year, however additional delays have occurred.</p> <p>This project requires an Environmental Impact Report/Environmental Assessment (CEQA/NEPA). The FHWA liaison for our area has changed twice during the course of this project. The first liaison said the project would require separate documents and processes to satisfy CEQA and NEPA. The consultants scheduled work accordingly. The second liaison said a combined document should be prepared. This required revisions to what had already been prepared and caused a delay of approximately one-month. The third liaison agreed to the combined document, but informed the county that consultation with the State Historic Preservation Office (SHPO) for concurrence with the findings of the Historic and Archaeological Survey Reports must be complete before circulating the draft environmental documents. The county had previously been told this could be done concurrently, and scheduled accordingly. SHPO consultation commonly takes 4 months or more. The two-month circulation and public comment period must wait until then. The combination of these delays is approximately 6 months. The county is requesting a 9-month extension for both the PS&E and ROW components due to staffing problems and the environmental delays. The department recommends 6-months to account for the CEQA/NEPA delays.</p>		
4	Town of Paradise Butte County PPNO: 2L118 Road widening, re-alignment, and asphalt overlay	\$0 \$0 \$0 \$290 \$290	18 months 12/31/2003 Support, meets STIP guidelines
	<p>During the PS&E phase of this project, it was discovered that additional right of way and overhead utility relocation would be needed to accommodate two minor left-turn pockets that were not originally anticipated. These changes will also require above ground utility relocation for both PG&E and Pacific Bell. Due to their current backlog of work, they anticipate a minimum 12-month delay for relocations once right of way is secured. The city does not anticipate any additional cost increases as a result of these circumstances. Due to the uncertain nature of the estimated timing of the utility relocations, the city is requesting an 18-month extension for construction funds.</p>		

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	PPNO	E&P	Extended Deadline
	Project Description	PS&E	CT Recommendation
	Reason for Project Delay:	R/W	
		CON	
		TOTAL	
5	County of Butte Butte County PPNO: 1L47 Reconstruction of West 8 th Avenue	\$0 \$22 \$93 \$2,967 \$3,082	12 months PS&E 18 months ROW 20 months CON 06/30/2003 12/31/2003 02/29/2004 Support, meets STIP guidelines
<p>This project is a joint venture between the City of Chico and Butte County. A cost sharing arrangement had to be approved between the City and the County, requiring complete preliminary project reports and detailed presentations. The agreement was ratified on July 18, 2001.</p> <p>The environmental process for this project requires both CEQA and NEPA reviews. The county entered into a contract with an environmental on August 7, 2001. The proposed map for the Area of Potential Effects (APE) was sent for approval at the end of October, 2001. The APE was approved by FHWA January 31, 2002. During the environmental cultural resources research, it was found that several properties had structures that needed historical evaluation. This required an amendment to the original environmental consulting contract and additional research time. The cultural resource report complete with historic review will need Caltrans, FHWA and SHPO review before it can be incorporated into the draft environmental document. This is expected to be complete by March 2003.</p> <p>Once the environmental document is complete, the PS&E allocation should be made in June 2003. The project involves road right of way that belongs to the City of Chico and Butte County. This right of way is not continuous and uniform in all locations, necessitating purchase of additional right of way to facilitate roadway widening and drainage facilities. Acquisition and certification of the required right of way is estimated to be complete by December 2003, at which time the County hopes to advertise. A contract can be executed by the end of February 2004.</p> <p>With the above facts and issues, the county requests extensions of 12-months for PS&E, 18 months for right of way, and 20 months for construction.</p>			
6	City and County of San Francisco San Francisco County PPNO: 2023 4 th Street Bridge	\$0 \$780 \$50 \$6,300 \$7,130	12 months 6/30/2003 Support, meets STIP guidelines
<p>Because the 4th Street Bridge is a unique bridge and is located in a sensitive area of San Francisco, six (6) separate technical studies were conducted to analyze the environmental effects of the project. The studies included a location hydraulic study, a Natural Environment Study (NES), an Initial Site Assessment, a Transportation Impact Report, a Historic Property Survey Report (HPSR), and a draft Finding of Adverse Effect. Initially, the city prepared a draft Finding of No Adverse Effect and submitted it to Caltrans and SHPO. The city requested in January 2001 that FHWA review the draft finding concurrently with Caltrans. FHWA notified the city in March 2001 that there would be a Finding of Adverse Effect. In response, the city began revisions and preparation of a draft Finding of Adverse Effect. Between March and July 2001, the city also responded to comments from Caltrans and FHWA on the other reports and final submissions of most of the other reports were delivered to Caltrans in July 2001. Final concurrence from SHPO was not received until January 4, 2002. On January 30, 2002, the city met with Caltrans and FHWA to review the impact of SHPO's decision on the project's funding and construction schedules. Based on these discussions, steps were developed to ensure that the city would be able to meet all of its funding deadlines. However, the project again encountered unforeseen delays in the environmental approval process with respect to the Memorandum of Agreement (MOA) between FHWA and SHPO. The city is still awaiting approval of the MOA, the EA and the FONSI. Consequently, the city is requesting a 12-month extension each for the PS&E, right of way and construction components.</p>			

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
7	Council of San Benito County Governments San Benito County PPNO: 0938 Reserve CMAQ Match - San Juan Road The project schedule was set back due to unexpected and unforeseen delays in bridge construction in the project area. Project completion is dependent on replacement of two bridges along San Juan Highway, and bridge construction is scheduled for summer 2002. The bridge construction setbacks resulted in a delay of 12 months. Consequently, the COG is requesting a 12-month extension.	\$0 \$0 \$0 \$75 \$75	12 months 6/30/2003 Support, meets STIP guidelines
8	City of Monterey Monterey County PPNO: 0480 Widen highway to 4 lanes Multiple agencies and multiple special interest groups with competing interests are involved in this project such as CDF, City of Pacific Grove, Pebble Company, City of Monterey, Caltrans, Coastal Commission, Community Hospital of the Monterey Peninsula, several environmental interest groups, and neighborhood associations. Forest and visual issues are expected to complicate the NEPA/CEQA process, and will take a substantial amount of time to go through the public process. The Notice to Proceed is expected in May. The study should last approximately one year, the public process should take approximately 4 months, and the certification and final approval should take approximately 2 months. Once the final CEQA/NEPA document is complete, an allocation for PS&E will be requested. Due to these delays, the city is requesting an 18-month extension for PS&E.	\$0 \$600 \$0 \$0 \$600	18 months 12/31/2003 Support, meets STIP guidelines
9	City of Tulare Tulare County PPNO: 8631 Intermodal Transit Facility The City requested an allocation of the E&P component of this project (programmed in 2001-02) in April 2001. Due to changes requested to the Total Project Funding Plan and the Finance Letter, the allocation did not take place until March 2002. This allocation delay resulted in a delay in performing environmental clearance of approximately 12 months, and PS&E and Right of Way will be delayed an equal amount. Therefore, the city is requesting a 12-month extension each for the PS&E and Right of Way components.	\$0 \$150 \$453 \$0 \$603	12 months 6/30/2003 Support, meets STIP guidelines
10	City of Whittier Los Angeles County PPNO: 2872 Whittier Greenway Trail The City has worked diligently for the past three years to negotiate with Union Pacific Railroad Company to acquire the property for this project. The city obtained an allocation extension from the CTC for right of way from June 30, 2001 to December 31, 2001. Escrow finally closed in December 2001. The city can now begin the design process, which will include issuing an RFP for the selection of an engineering and design team, community participation during the preliminary design phase, and the preparation of plans and specs following final design. It is expected that the entire process will be completed in the first quarter of 2004, at which time the city can request the allocation of construction funds. Consequently, the city is requesting the maximum 20-month extension.	\$0 \$0 \$0 \$1,634 \$1,634	20 months 2/29/2004 Support, meets STIP guidelines

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
11	City of Santa Clarita Los Angeles County PPNO: 2379 Bridge Widening and Replacement	\$0 \$0 \$0 \$1,999 \$1,999	20 months 2/29/2004 Support, meets STIP guidelines
	The scope of this project was expanded from rehabilitation to replacement of both the northbound and southbound bridges over the railroad. Upon the initial field review, Caltrans staff identified that the southbound bridge met the HBRR criteria for replacement. The city has secured HBRR funds to replace the southbound bridge. This will require additional time to prepare the environmental documents and design for the southbound bridge replacement. Consequently, the city is requesting a 20-month extension for allocation of the construction funds.		
12	County of Los Angeles Los Angeles County PPNO: 2271 Hasley Canyon Road/Interstate 5 Interchange	\$0 \$0 \$0 \$6,322 \$6,322	20 months 2/29/2004 Support, meets STIP guidelines
	A significant aspect of the project design has changed. Originally, the project involved widening the bridge over I-5 to seven lanes. The present design concept approved by Caltrans involves use of modern roundabouts combined with widening the bridge to a four-lane width. The new design is expected to provide better performance.		
	Review and selection of the modern roundabout design option has taken much longer than other, more conventional design alternatives. Securing approval of the Project Report and Environmental Document from Caltrans and consensus from other agencies, as well as the necessity of holding numerous community meetings, has already delayed the project about 28 months. Due to the uniqueness of the project design, there may be additional delays in the PS&E phase of the project. However, the county feels that the maximum extension of 20 months will allow it to complete the project. Therefore, the county is requesting an extension of 20 months for allocation of the construction funds.		
13	Alameda Corridor Transportation Authority Los Angeles County PPNO: 2826 PCH/Alameda Grade Sep Rte 1 Dominguez Channel/Coil Ave.	\$0 \$0 \$0 \$4,710 \$4,710	6 months 12/31/2002 Support, meets STIP guidelines
	Originally, a single grade separation was proposed on Pacific Coast Highway over the Alameda Corridor freight rail lines by constructing a 2,100 foot viaduct including a 512 foot long overhead structure. After original design was nearly completed, the decision was made to expand the scope of the project by constructing the extended overhead viaduct to grade separate not only the ACTA mainline tracks, but also Alameda Street and the San Pedro Branch spur track which serves the back area of the Port of Los Angeles. The newly updated design now includes the construction of a 2,700 foot viaduct that includes a 1,700 foot long overhead structure. With the unanticipated major increase in project scope, additional time is required to redesign the entire project and acquire additional right of way parcels for the project.		
	In order to minimize the project delay, Caltrans has terminated the design contract with the City of Los Angeles and entered into an agreement with Alameda Corridor Transportation Authority (ACTA) allowing ACTA to design and construct the project. An additional 6 months is required to award the construction contract. Therefore, ACTA is requesting a 6-month extension for allocation of the construction funds.		

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	County	By Component (\$ in thousands)		Extended Deadline	
	PPNO	E&P	PS&E		
	Project Description	R/W	CON	CT Recommendation	
	Reason for Project Delay:	TOTAL			
14	City of Los Angeles	\$0		20 months	
	Los Angeles County	\$218			
		\$0		2/29/2004	
	PPNO: 2858	\$2,516			
	Eagle Rock ATSAC	\$2,734		Support, meets STIP guidelines	
	When this project was first submitted to LACMTA for approval, the city stated that city funding for project design activities and construction would become available in FY 2001/02, 2002/03 and 2003/04. However, project grant funding was approved by MTA/SCAG for FY 2000/01, 2001/02 and 2002/03. In June 2001, CTC approved the city's request to extend that PS&E and construction funds programmed in FY 2000/01 for 20 months. However, in their time extension request, the city requested extension for the 2000/01 funds only, assuming the extension would also apply to funds programmed in the following years. Since this is not the case, the city is now requesting an allocation extension for the funds programmed in FY 2001/02 of 20 months to match their initial project plan.				
15	City of Los Angeles	\$0		20 months	
	Los Angeles County	\$0			
		\$0		2/29/2004	
	PPNO: 2375	\$2,022			
	LA-Roadway Bridge, Bunker Hill	\$2,022		Support, meets STIP guidelines	
	The design and environmental review phases of the project are on schedule. However, access to the site for construction has been delayed because the site is being used temporarily by contractors who are building the Disney Concert Hall project adjacent to the site. The contractors have a permit from the city to use the property for construction staging, and have notified the city that they will require the site for at least an additional 12 months. This was not foreseen by the city. Due to the uncertainty of the estimate of time needed, the city is requesting an extension of 20 months for allocation of construction funds.				
16	City of Montebello	\$27	\$0	20 months	
	Los Angeles County	\$183	\$183		
		\$633	\$660	2/29/2004	
	PPNO: 2367	\$0	\$0		
	Beverly Blvd Widening – Phase III	\$843	\$843	Support – meets STIP guidelines	
	The original STIP programming incorrectly had all these components programmed in the same year. Due to the close scheduling of 2 major construction projects (Beverly Blvd Widening, Phase III and Beverly Blvd/Rio Hondo Bridge Replacement) in the major business corridor, it is best to combine the projects into one to minimize impact on area businesses. The City is conducting an internal study to evaluate the possibility of combining the two, as it will take at least 4 years to complete them if they are done separately (one after the other). However, combining the two requires significant coordination with the Highway Bridge Rehabilitation and Replacement Program. Also, the Beverly Blvd Bridge Replacement project was delayed due to funding problems in the neighboring City of Pico Rivera. The City of Montebello is requesting that PA&ED funds be shifted to ROW, and that PS&E and ROW fund allocations be extended 20 months.				
17	City of South Gate	\$0	\$0	20 months	
	Los Angeles County	\$50	\$0		
		\$4	\$0	2/29/2004	
	PPNO: 2362	\$610	\$664		
	The Rio Hondo Bridge	\$664	\$664	Support – meets STIP guidelines	
	Widening I-710/Firestone Blvd IC Phase 3				
	The city is planning to use non-STIP funds for PS&E and R/W, and thus is requesting that these funds be shifted to construction, and that the construction allocation be extended 20 months. The original STIP programming incorrectly had all project components programmed in the same year. Construction of the project is pending completion of a nearby project (Phase 2). Phase 2 construction has been delayed and therefore is forcing postponement of the construction of this Phase 3 project. The City wants to keep from overlapping the two construction projects to minimize traffic disruptions. Therefore, the city is requesting a 20-month extension for allocation of Phase 2 construction funds.				

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	Reason for Project Delay:		
18	City of Rancho Mirage	\$0	9 months
	Riverside County	\$0	
		\$0	3/31/2003
	PPNO: 0000D	\$1,012	
	Ramon Road Improvement	\$1,012	Support, meets STIP guidelines
	<p>This project does not have an approved National Environmental Protection Act (NEPA) document at this time. Several technical studies are currently under review and consideration by Caltrans and FHWA. The city has submitted a revised biological assessment and a revised Area of Potential Effects (APE) exhibit for completion of a Historic Property Survey Report (HPSR) for Caltrans and FHWA review. Also, ongoing consultation with Native American tribes have been conducted and documented in response to Caltrans/FHWA concerns. It is uncertain whether additional issues may delay approval of the NEPA document before the allocation deadline of June 2002. Therefore, the city is taking the precaution of requesting an allocation extension of 9 months to allow for any additional unforeseen circumstances that may arise from the NEPA review process.</p>		